# NEW JERSEY STATE HIGHWAY DEPARTMENT

## 1957 - 1958

## CONSTRUCTION PROGRAM

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STATE OF NEW JERSEY
STATE HIGHWAY DEPARTMENT
TRENTON

September 23rd
19 57

Honorable Robert B. Meyner
Governor, State of New Jersey
State House
Trenton, New Jersey

Dear Governor:

Submitted herewith is the recommended Construction Program for the fiscal year 1957-1958. Several projects (asterisked) included in this presentation have already been awarded upon receiving your approval to do so.

The program indicates anticipation of only $494,348 of unmatched Federal Aid funds at the end of this fiscal year. This may be an optimistic forecast, however it indicates our effort to conform to the apparent intent of the Legislature to not make any provision for so-called non-Federal projects. Realistically this is a practical impossibility.

In your review of the program may I call your attention to two projects, both extremely urgent and both of emergency status, and indicated for construction provided Federal Aid is obtainable. One of these is Item 15, Route 4 - Spring Valley Road Overpass, Bergen County, and the other is Item 34, Route U.S. 9 - Cape May Canal Bridge, Cape May County. The overpass on Route 4 is necessary because, with the advent of the two Shopping Centers and a Masters Store, the traffic signal at Spring Valley Road is inadequate to handle the traffic which now backs up for miles. We may find it necessary to construct a new Cape May Canal Bridge whether we obtain Federal Aid or not. The center pier supporting the swing span twists with each opening of the span.

This program involves a total expenditure of $74,221,648, comprising $53,907,220 of Federal funds and $20,808,776 of State funds. This program contains more projects than any program in recent years. It will, therefore, be all the more difficult for our Department to complete this program within the fiscal year, but we will do it.

Dwight R. G. Palmer
Commissioner

September 9, 1957

## STATEMENT OF AVAILABLE FUNDS

## 1957-1958 CONSTRUCTION PROGRAM

### STATE

| | | |
|---|---|---|
| 1957-1958 Appropriation | | $18,570,740 |
| Supplemental Appropriation | | 1,738,036 |
| Anticipated Balance | | 500,000 |
| | TOTAL STATE | $20,808,776 |

### FEDERAL

| | | |
|---|---|---|
| Primary - 1957-1958 | | $5,076,800 |
| Urban - 1957-1958 | | 9,356,635 |
| Unmatched - 1956-1957 | | 1,738,036 |
| Anticipated Balance | | 500,000 |
| | | $16,671,471 |
| Interstate - 1957-1958 | | 37,235,749 |
| | TOTAL FEDERAL | $53,907,220 |

### Recapitulation

| | |
|---|---|
| State Funds Available | $20,808,776 |
| Federal Funds Available | 53,907,220 |
| Total Funds Available | $74,715,996 |

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### Funds Available for 50-50 Federal Projects

| | |
|---|---|
| Federal Funds | $16,671,471 |
| State Funds | 16,671,471 |
| Total 50-50 Funds Available | $33,342,942 |
| Total Projects Scheduled | 32,848,594 |
| Unmatched 50-50 Federal Funds | $494,348 |

### Interstate

### Funds Available for 90-10 Federal Projects

| | |
|---|---|
| Federal Funds | $37,235,749 |
| State Funds | 4,137,305 |
| Total 90-10 Funds Available | $41,373,054 |
| Total Projects Scheduled | $41,373,054 |

### RECAPITULATION

| | | |
|---|---|---|
| Total Funds Available | | $74,715,996 |
| Primary Projects Scheduled (50-50) | $32,848,594 | |
| Interstate Projects Scheduled (90-10) | 41,373,054 | |
| TOTAL PROGRAM | | 74,221,648 |
| UNMATCHED FUNDS | | $494,348 |

NEW JERSEY STATE HIGHWAY DEPARTMENT

Bureau of Planning and Traffic

September 9, 1957

Proposed 1957-1958 Construction Program

Primary & Urban Projects

| ITEM | ROUTE | DESCRIPTION | COUNTY | FEDERAL | STATE | TOTAL | ITEM |
|---|---|---|---|---|---|---|---|
| 1 | 21 | Roosevelt Ave. to Highfield Lane | Essex | $1,750,000 | $1,750,000 | $3,500,000 | 1 |
| 2 X | U.S. 1 | Raymond Blvd. Overpass | Essex | 750,000 | 750,000 | 1,500,000 | 2 |
| 3 | 72 | Manahawkin Bridges | Ocean | 1,100,000 | 1,100,000 | 2,200,000 | 3 |
| 4 O | 25-A | Stickel Bridge Approach - Widening | Hudson | 45,000 | 45,000 | 90,000 | 4 |
| 5 X | U.S. 1 & 3 | Traffic Circle Revision | Hudson | 200,000 | 200,000 | 400,000 | 5 |
| 6 | U.S. 1 | Cousins Lane to Outs Lane<br>Adams to Penns Neck - Resurfacing | Midd. & Mercer | 1,100,000 | 1,100,000 | 2,200,000 | 6 |
| 7 | 27 | Hows Lane to Sandford Street | Midd. & Somer. | 200,000 | 200,000 | 400,000 | 7 |
| 8 | 18 | Tice's Lane - Channelization | Middlesex | 150,000 | 150,000 | 300,000 | 8 |
| 9 | U.S. 1 | Ryder's Lane, Raritan R.R. & College Farm Rd. | " | 275,000 | 275,000 | 550,000 | 9 |
| 10 X | U.S. 1 & 18 | Grade Separation | " | 1,125,000 | 1,125,000 | 2,250,000 | 10 |
| 11 | 73 | Route U.S. 130 to Palmyra-Tacony Bridge | Camden-Burl. | 375,000 | 375,000 | 750,000 | 11 |
| 12 X? | 129 | Route 29 to Bear Tavern Rd. - Bridge Approach | Mercer | 1,250,000 | 1,250,000 | 2,500,000 | 12 |
| 13 | U.S. 1 | Bakers Basin & Clarksville Rd. - Channelization | Mercer | 102,500 | 102,500 | 205,000 | 13 |
| 14 | U.S. 46 | Huyler Ave. Chan. & Lodi Island Closing | Bergen | 125,000 | 125,000 | 250,000 | 14 |
| 15 | 4 | *Spring Valley Rd. Grade Separation | " | 750,000 | 750,000 | 1,500,000 | 15 |
| 16 | 17 | Midland Ave. Overpass | Bergen | 300,000 | 300,000 | 600,000 | 16 |
| 17 X part of | 208 | Harristown Road to Goffle Road | Bergen-Passaic | 550,000 | 550,000 | 1,100,000 | 17 |
| 18 PE | 20 | Broadway to Market St., Paterson - Dualization | Passaic | 125,000 | 125,000 | 250,000 | 18 |
| 19 | 3 | Broad St. to Passaic Ave., Clifton | " | 350,000 | 350,000 | 700,000 | 19 |
| 20 | U.S. 22 | Vaux Hall to North Plainfield (Awarded) | Union-Somer. | 488,500 | 488,500 | 977,000 | 20 |
| 21 | U.S. 206 | Beden's Brook Bridge | Somerset | 105,000 | 105,000 | 210,000 | 21 |
| 22 | 28 | Peter's Brook Bridge | " | 75,000 | 75,000 | 150,000 | 22 |
| 23 to ER | 23 | Steeny Kill Lake to N. Y. State Line | Sussex | 375,000 | 375,000 | 750,000 | 23 |
| 24 O | 10 | Randolph Twp. - Revision | Morris | | 70,000 | 70,000 | 24 |
| 25 O | 10 | Whippany & Livingston - Widening | Morris | | 250,000 | 250,000 | 25 |

X PS&E
O Non Fed. (withdrawn

Proposed 1957-1958 Construction Program (Continued)

Primary - Urban Projects

| ITEM | ROUTE | DESCRIPTION | COUNTY | FEDERAL | STATE | TOTAL | ITEM |
|---|---|---|---|---|---|---|---|
| 26 | 10 | Salem St. to Rt. 53 - Resurfacing | Morris | 400,000 | 400,000 | 800,000 | 26 |
| 27 | U.S. 46 | Bloomfield Ave. to Hook Mt. Road | " | 112,500 | 112,500 | 225,000 | 27 |
| 28 | 33 | Garden State Parkway to Route 35 | Monmouth | 400,000 | 400,000 | 800,000 | 28 |
| 29 | 35 | Wampum Brook & Parker's Creek Bridges | " | 42,500 | 42,500 | 85,000 | 29 |
| 30 | U.S. 46 | Manunka Chunk - Revision | Warren | 40,000 | 40,000 | 80,000 | 30 |
| 31 | 45 | Red Bank Ave. to Cooper St. | Gloucester | 75,000 | 75,000 | 150,000 | 31 |
| 32 | 45 | Market St. - Reconstruction | Salem | 125,000 | 125,000 | 250,000 | 32 |
| 33 | U.S. 322 | Rt. 50 to McKee City Circle | Atlantic | 650,000 | 650,000 | 1,300,000 | 33 |
| 34 | U.S. 9 | * Cape May Canal Br. & Appr. - Substructure & Grading | Cape May | 500,000 | 500,000 | 1,000,000 | 34 |
| 35 | 77 | Bridgeton | Cumberland | | 350,000 | 350,000 | 35 |
| 36 | U.S. 202 | Flemington Circle to 3 miles east | Hunterdon | 750,000 | 750,000 | 1,500,000 | 36 |
| 37 | | Engineering | | 250,000 | 250,000 | 500,000 | 37 |
| 38 | | Joint Federal Project | | 874,826 | 399,174 | 1,274,000 | 38 |
| 39 | | Miscellaneous Construction | | 291,297 | 591,297 | 882,594 | 39 |
| | | | TOTAL | $16,177,123 | $16,671,471 | $32,848,594 | |

* If Federal approval is obtained

Proposed 1957-1958 Construction Program (Continued)

Interstate Projects

| ITEM | ROUTE | DESCRIPTION | STATUS | COUNTY | FEDERAL | STATE | TOTAL | ITEM |
|---|---|---|---|---|---|---|---|---|
| 40 | F.A.I. 108 | Barrington to Lawnside | Awarded | Camden | $1,644,761 | $182,751 | $1,827,512 | 40 |
| 41 | " 101 | Mt. Hope Road to Union Turnpike | " | Morris | 4,225,790 | 469,532 | 4,695,322 | 41 |
| 42 | " 101 | Mt. Hope Road to Denville | " | " | 5,307,738 | 589,749 | 5,897,487 | 42 |
| 43 | " 101 | Union Turnpike to Mt. Arlington Road) R. O. W. and Construction ) | Plans | " | 6,484,500 | 720,500 | 7,205,000 | 43 |
| 44 | " 102 | Still Valley to Route U. S. 22 | " | Warren | 5,850,000 | 650,000 | 6,500,000 | 44 |
| 45 | " 104 | West and East Raritan River Bridges) Bound Brook Area ) | " | Somerset | 4,500,000 | 500,000 | 5,000,000 | 45 |
| 46 | " 108 | North-South Freeway to Warwick Road | " | Camden | 2,700,000 | 300,000 | 3,000,000 | 46 |
| 47 | " 108 | Hook Road to Springfield Avenue | " | Salem | 1,800,000 | 200,000 | 2,000,000 | 47 |
| 48 | | Engineering, R. O. W. and Construction | | | 4,722,960 | 524,773 | 5,247,733 | 48 |
| | | TOTAL INTERSTATE | | | $37,235,749 | $4,137,305 | $41,373,054 | |
| | | PRIMARY AID PROJECTS | | | 16,177,123 | 16,671,471 | 32,848,594 | |
| | | TOTAL | | | $53,412,872 | $20,808,776 | $74,221,648 | |

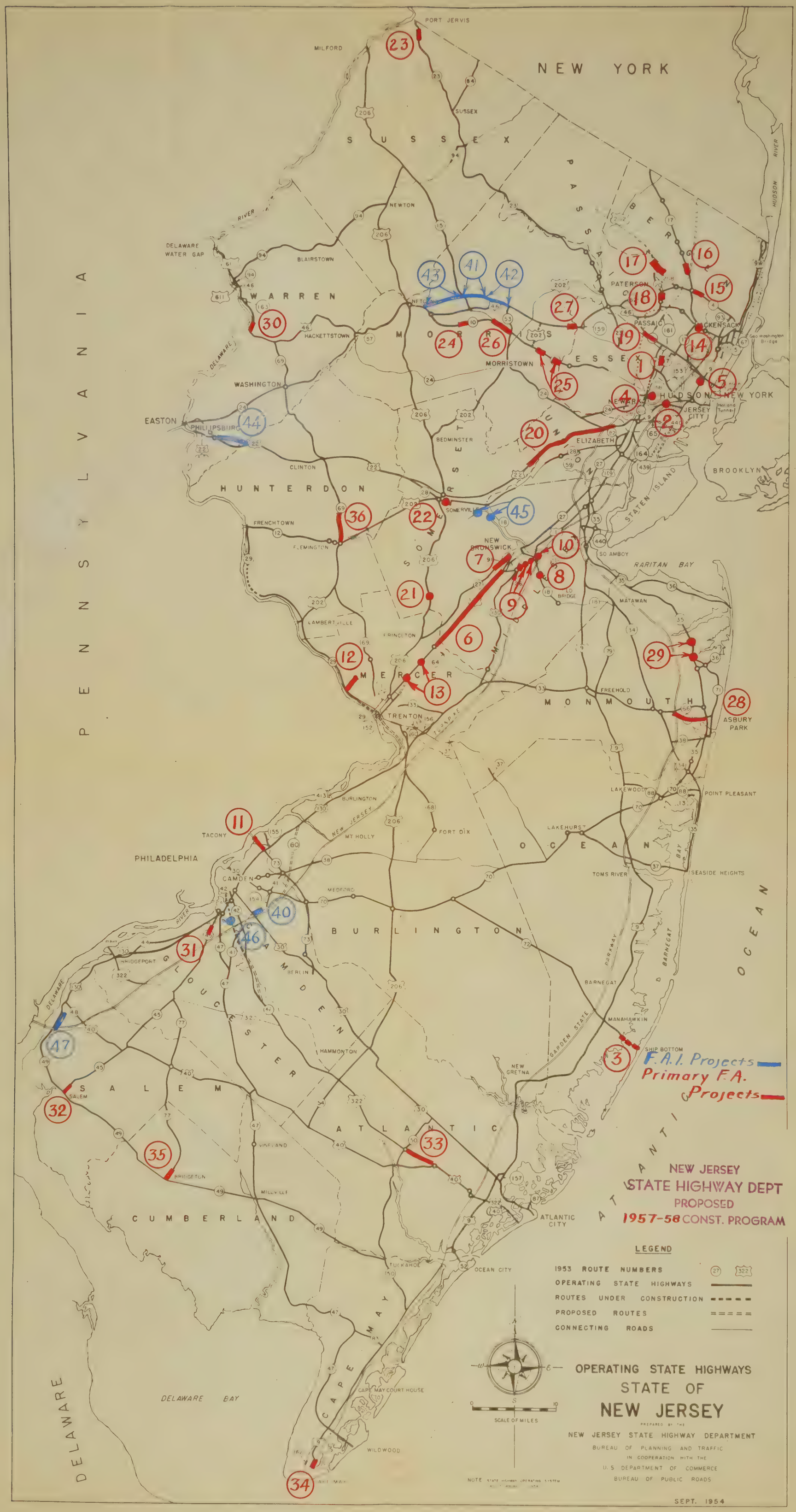
Submitted by Harry A. Hartmann
Supervising Engineer

Approved Dwight R. G. Palmer
State Highway Commissioner

Recommended for Approval Neil MacDougall
Director & Chief Engineer
Planning & Research

Approved Robert B. Meyner
Governor

Recommended for Approval O. H. Fritzsche
State Highway Engineer


NEW YORK
PENNSYLVANIA
DELAWARE
PORT JERVIS
MILFORD
SUSSEX
SUSSEX
WARREN
MORRIS
PASSAIC
BERGEN
HUDSON
ESSEX
UNION
SOMERSET
HUNTERDON
MERCER
MIDDLESEX
MONMOUTH
OCEAN
BURLINGTON
CAMDEN
GLOUCESTER
SALEM
CUMBERLAND
ATLANTIC
CAPE MAY
DELAWARE WATER GAP
BLAIRSTOWN
NEWTON
HACKETTSTOWN
MORRISTOWN
PATERSON
PASSAIC
HACKENSACK
NEWARK
JERSEY CITY
ELIZABETH
BROOKLYN
STATEN ISLAND
EASTON
PHILLIPSBURG
CLINTON
BEDMINSTER
FRENCHTOWN
FLEMINGTON
SOMERVILLE
NEW BRUNSWICK
SO AMBOY
RARITAN BAY
MATAWAN
LAMBERTVILLE
PRINCETON
TRENTON
FREEHOLD
ASBURY PARK
LAKEWOOD
POINT PLEASANT
LAKEHURST
TOMS RIVER
SEASIDE HEIGHTS
BARNEGAT
MANAHAWKIN
SHIP BOTTOM
TACONY
PHILADELPHIA
BURLINGTON
MT HOLLY
FORT DIX
CAMDEN
MEDFORD
BRIDGEPORT
BERLIN
HAMMONTON
NEW GRETNA
SALEM
VINELAND
BRIDGETON
MILLVILLE
ATLANTIC CITY
TUCKAHOE
OCEAN CITY
CAPE MAY COURT HOUSE
WILDWOOD
DELAWARE BAY
ATLANTIC OCEAN
GARDEN STATE PARKWAY
BARNEGAT BAY
HUDSON RIVER
DELAWARE RIVER
NEW JERSEY
GEO WASHINGTON BRIDGE
HOLLAND TUNNEL
LD BRIDGE
F.A.I. Projects
Primary F.A. Projects
NEW JERSEY
STATE HIGHWAY DEPT
PROPOSED
1957-58 CONST. PROGRAM
LEGEND
1953 ROUTE NUMBERS
OPERATING STATE HIGHWAYS
ROUTES UNDER CONSTRUCTION
PROPOSED ROUTES
CONNECTING ROADS
SCALE OF MILES
OPERATING STATE HIGHWAYS
STATE OF
NEW JERSEY
PREPARED BY THE
NEW JERSEY STATE HIGHWAY DEPARTMENT
BUREAU OF PLANNING AND TRAFFIC
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
SEPT. 1954

ITEM #1 - ROUTE 21 - ROOSEVELT AVENUE TO HIGHFIELD LANE $3,500,000

Route 21 has been improved from Clay Street to a point beyond Herbert Place, in Newark. Present planning calls for construction of the route from William Street, Belleville, to Route 3, with an ultimate extension to F.A.I. Route 101 leading to Paterson.

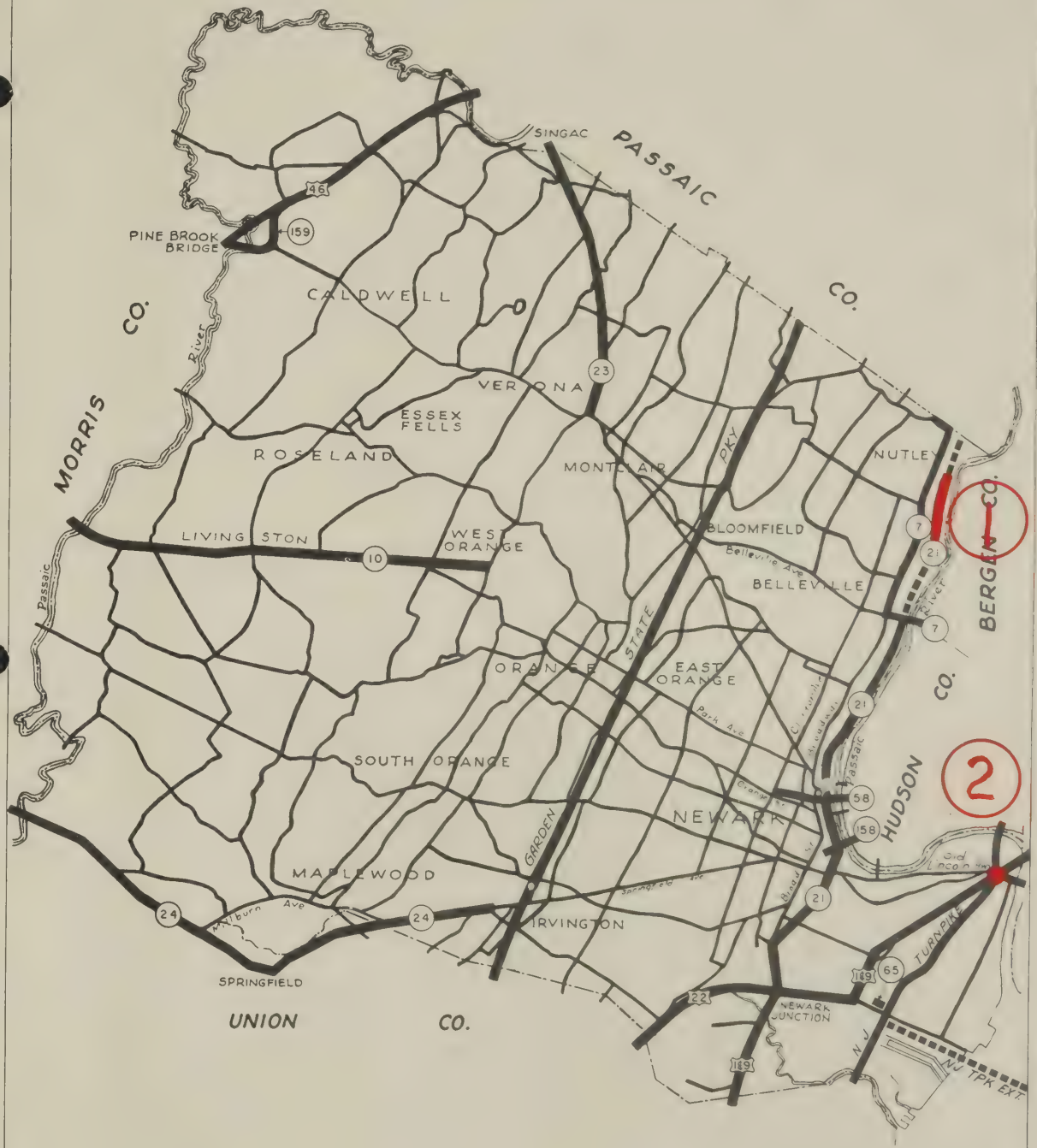
In the area between William Street, Belleville, and Herbert Place, Newark, it is planned to provide a new northbound roadway along the Passaic River and maintain the existing Route 21 as a one-way southbound roadway.

The first major route crossing is at Route 3 just west of the Passaic River in Clifton. Public hearings have been held for the sections in Newark, Belleville, Nutley, and Clifton. The alignment north of the Passaic-Clifton line is still under study. We have three alternate alignments and other studies are in progress.

Under the 1956-1957 construction program, the first contract was awarded, for the construction of this route, from William Street, Belleville, to Roosevelt Avenue, Belleville. The low bid was $5,092,637.

This 1957-1958 program provides for another stage extension toward Route 3 and a connection with Route 3, by the construction of a six-lane divided highway from Roosevelt Avenue, Belleville, to Highfield Lane, Nutley.

Under a future fiscal program, the next construction section will connect this route with Route 3 at an approximate cost of $6,000,000.

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# Essex County

MARCH 1955

ITEM 2 - ROUTE U. S. 1 - RAYMOND BOULEVARD OVERPASS $1,500,000

In the area of the Skyway and Raymond Boulevard, this Department has always had a problem of congestion.

Raymond Boulevard, from the Skyway, is known as the Truck Route to Jersey City and New York. Truck traffic, on this route, approximates 55% of the total traffic. Most of this traffic, in its westbound direction, turns left crossing Raymond Boulevard eastbound traffic to reach Route U. S. 1 southbound. In addition, the large volume of traffic from Western Electric Company adds to the congestion in this area. With extreme congestion and heavy left turning traffic the potential hazard is great.

It is proposed to provide ramps, an overpass over Raymond Boulevard, and a roadway between the Skyway and the Pennsylvania Railroad to connect with the local roadway of the dual-dual section of Route U. S. 1 at the westerly end of the Skyway.

Under the 1955-1956 program a contract was let for the construction of the substructure of the large channel span over the Barnegat Bay, on new alignment. This was followed by a second contract for the construction of the superstructure of this bridge under the 1956-1957 program.

There remains, exclusive of new approach roads, on the Manahawkin and Ship Bottom sides of the Bay, the construction of three relatively smaller bridges, the removal of overload of the meadow fill and the paving of portions of the Bay crossing on the causeway.

This program provides for the construction of the three remaining bridges and the road work necessary to permit traffic to pass over the Bay.

Ocean County

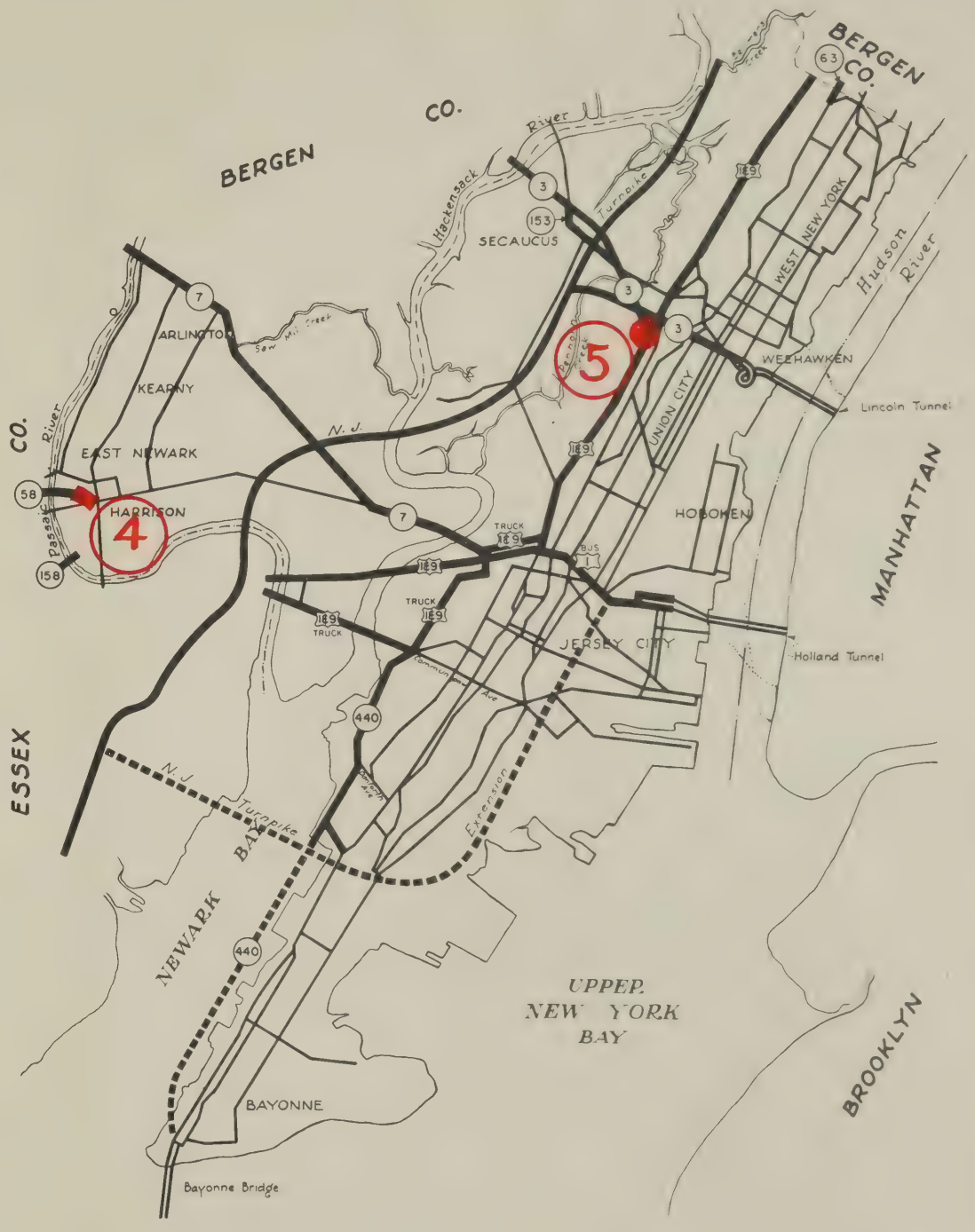
3

MARCH 1955

ITEM 4 - ROUTE 25A - STICKEL BRIDGE APPROACH - WIDENING $90,000

On the Harrison side of the Stickel Bridge approaches only two lanes of pavement were provided for traffic feeding to and from the bridge.

This program provides for the widening of this area to conform to the bridge capacity and to accommodate the traffic feeding to it. It is a modest improvement which is calculated to give needed relief to traffic. This improvement will result in a dual roadway with traffic signal controlled intersections where warranted.




# Hudson County

MARCH 1955

ITEM #5 - ROUTE U.S. 1 & 3 - TRAFFIC CIRCLE REVISION $400,000

This traffic circle is located at the junction of Route U.S. 1 (Tonnele Avenue and the easterly terminus of Route 3.

Like many traffic circles in the State, it has become incapable of adequately providing for the present day traffic volumes and speeds.

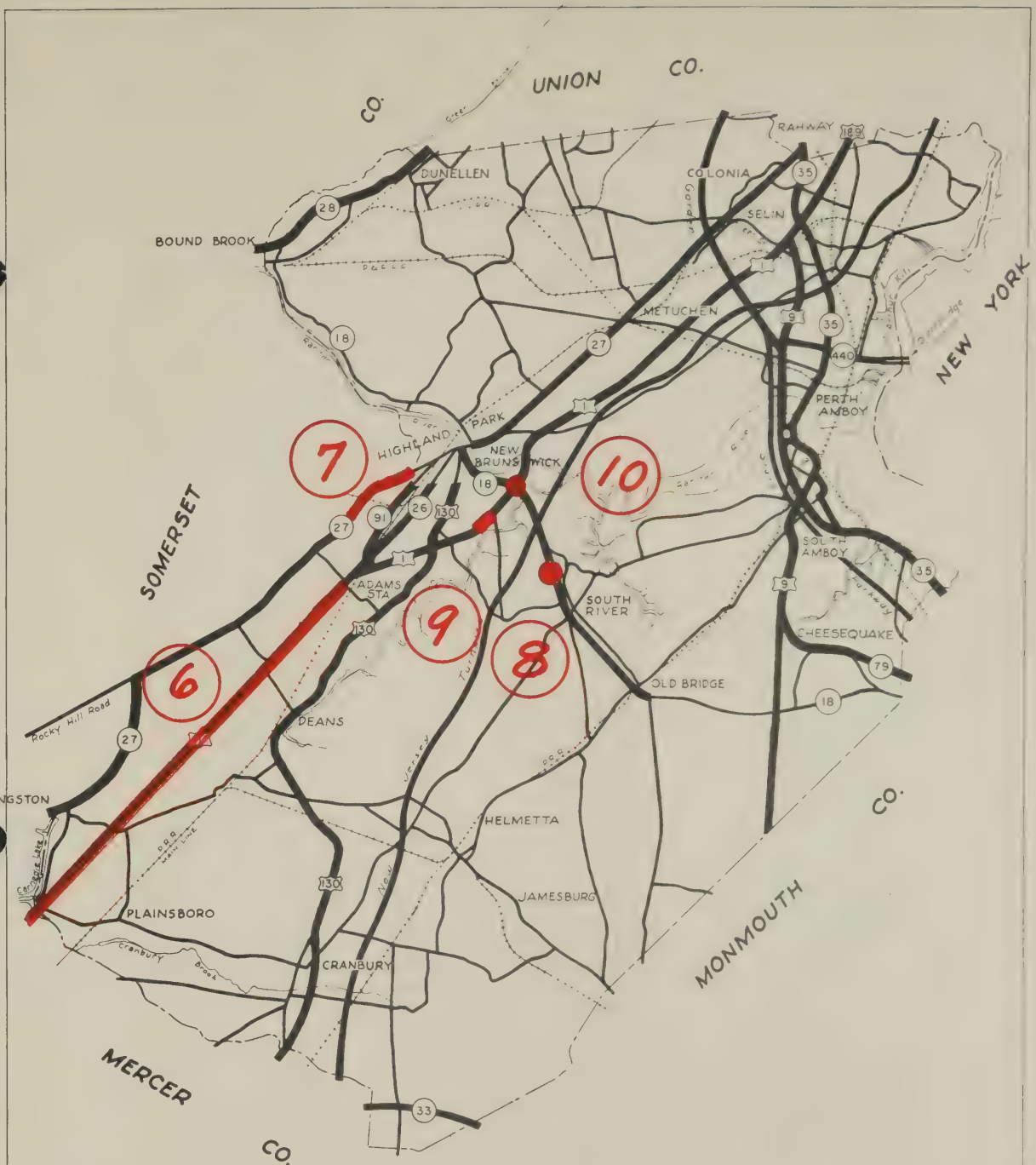
The proposed plan calls for the conversion of this circle to a channelized intersection similar to that at Tonnele Avenue and the Skyway. This will provide better directional control of the heavy movements of traffic.

ITEM 6 - ROUTE U.S. 1 - ADAMS TO PENNS NECK $2,200,000

Route U.S. 1, between New Brunswick and Trenton, through heavy traffic, weather and age, has deteriorated to a stage where maintenance work and costs are excessive. The shoulders, for emergency use only, are only five feet wide and are insufficient for safe storage of vehicles.

To improve the approximate 26 miles of road, it is estimated to cost some 3½ million dollars. Lacking sufficient funds to reconstruct the entire length, it is planned to concentrate reconstruction between Adams and Penns Neck. This portion of the route has deteriorated most.

The improvement will consist of two 24' roadways, flanked by 10' permanent shoulders, separated by a narrow median, upon which will be constructed a barrier curb to prevent head-on collisions. The center island area will be paved with a bituminous pavement thus eliminating the annual cost of maintaining the island grass. The entire traveled way will be surfaced with bituminous concrete. "Jug handles" will be constructed to permit left turns and "U" turns off the main roadway as a necessary adjunct.




6 7 8 9 10

# Middlesex County

MARCH 1955

ITEM 7 - ROUTE 27 - HOWS LANE TO SANFORD STREET $400,000

This improvement consists of a widening of Route 27 to four lanes and the installation of drainage and curbs.

It is an area of heavy traffic and extraordinary maintenance costs, and the improvement has been requested by both Middlesex and Somerset County officials. The County line is along the center line of this route.

ITEM 8 - ROUTE 18 - TICE'S LANE CHANNELIZATION $300,000

Route 18, by reason of its directness to the shore areas, and its Turnpike Interchange, is becoming a heavily congested route. Adding to these causes for congestion and hazard has been the establishment of such traffic attractors as the "Two Guys from Harrison" and a "Drive In Theatre" at Tice's Lane, and a large Shopping Center between Tice's Lane and Prospect Street where left turns conflict with through traffic.

To ease the situation, in this area, we propose the construction of "Jug handles", the installation of traffic signals, and the widening of Route 18 through the Shopping Center area.

ITEM #9 - ROUTE U.S. 1 - RYDER'S LANE, RARITAN RAILROAD AND COLLEGE FARM ROAD $550,000

In this improvement it is planned to close center island openings, and to provide "jug handles" at the above named locations.

The "jug handles" will permit left or "U" turning traffic to move under the protection of traffic signals. This, and the island closings, will do much to add to the safety of the Middlesex portion of this route where numerous accidents have occurred.

ITEM 10 - ROUTES U. S. 1 AND 18 - GRADE SEPARATION $2,250,000

At this location there originally existed a traffic circle which, some six years ago, proved inadequate for the traffic demand. At that time, because of inadequacy of funds, the circle was channelized rather than converted to a grade separation.

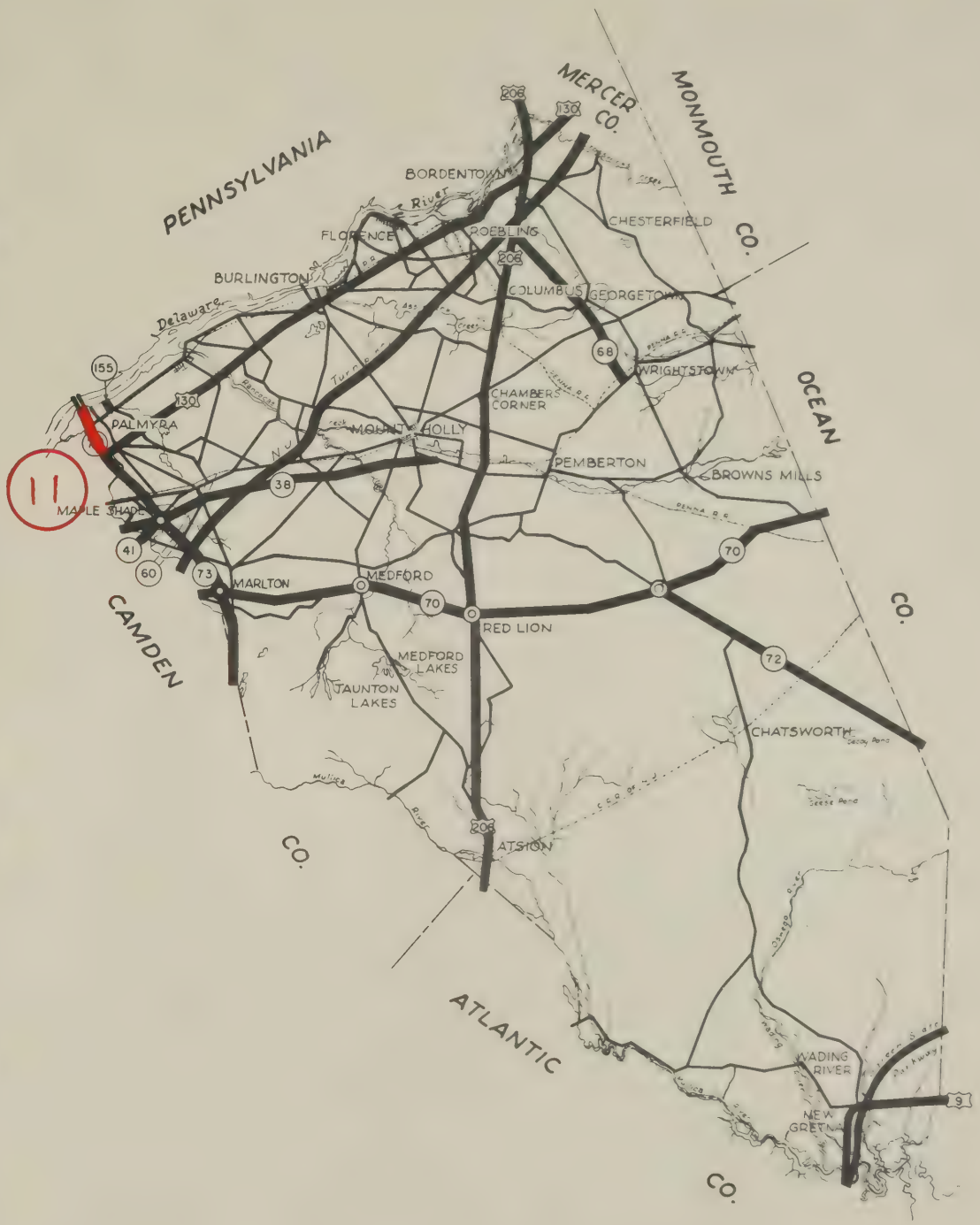
Since that time traffic has increased beyond the capacity of this channelization. Accidents are increasing and State Police have difficulty maintaining the flow of traffic during peak hours.

It is, therefore, proposed to separate the grades of these two routes in order to provide straight through movement of traffic along each route. By the addition of ramp connections, heavy turning movements, in the area of the present heavily congested intersection, of the two routes, will be eliminated.

ITEM 11 - ROUTE 73 .. ROUTE U.S. 130 TO PALMYRA-TACONY BRIDGE $750,000

The reduction of tolls on the Palmyra-Tacony Bridge signalized a great increase of traffic across the Delaware River at that point. The New Jersey route, from this bridge to Route 38, is a three lane highway normally fraught with danger. Adding to this danger is the growth of traffic which has increased to the volume that eastbound traffic not only uses two of the three paved lanes but also the shoulder.

As a first step toward the dualization of this route, from the Delaware River to Route 38, it is proposed to complete the dualization from the bridge to the Route U.S. 130 interchange. This will provide four lanes, a median divider, and shoulders of a permanent nature.

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# Burlington County

11

MARCH 1955

# Camden County

MARCH 1955

ITEM 12 - ROUTE 29 TO BEAR TAVERN ROAD $2,500,000

Under Flood Damage Funds, provision is made for the construction of a replacement bridge in the Wilburtha area.

This new bridge is so located that it fits in nicely with the Mercer County Circumferential Route which was legislated in the 1930's and planned for by this Department.

To terminate the River crossing, at Route 29, would provide the same complexities and hazards as exist at the present crossing. By continuing the approaches to Bear Tavern Road a better distribution of traffic will result.

The funds proposed for this improvement will purchase right-of-way, construct the route to Bear Tavern Road, and provide funds for the purchase of right-of-way, over a large portion of the remaining alignment to Route U. S. 1, in the vicinity of Bakers Basin.

6 12 13

# Mercer County

MARCH 1955

ITEM #13 - ROUTE U.S. 1 - BAKERS BASIN AND CLARKSVILLE ROAD CHANNELIZATION $205,000

At these two locations it has been found that traffic volumes entering, crossing, and leaving Route U.S. 1, far exceed the capacity of an intersection at grade to assure reasonably safe vehicular travel.

Volumes have not yet reached the size requiring costly grade separations. They do, however, require the channelization of these intersections and the removal of the heavy left turns from the trunk route.

It is, therefore, proposed to provide the necessary channelization with the installation of traffic signals in order to insure the safe passage of motor vehicles within the area of these intersections.

ITEM 14 - ROUTE U. S. 46 - HUYLER AVENUE CHANNELIZATION AND LODI ISLAND CLOSING $250,000

In this area a large amount of industrial development has taken place. Bendix, Teterboro Airport, Ford Parts plant and others, have generated traffic in this particular area to the point where a grade separation would be desirable. Lacking funds for such a large expenditure, and knowing that the construction of a parallel route (F. A. I. 101) is reasonably imminent, it is believed that a signalized channelization will not only provide a stop gap solution but will also postpone the need for a grade separation for some years to come.

14 15 16 17

# Bergen County

MARCH 1955

ITEM 15 - ROUTE 4 - SPRING VALLEY ROAD GRADE SEPARATION $1,500,000

This intersection is the only one along Route 4, from Route 208 in Fair Lawn, to the George Washington Bridge, which is controlled by traffic signals. It is also the only intersection at grade through this area.

Since the opening of the Garden State Plaza Shopping Center, Masters, and the construction around the Allied Stores Shopping Center, this traffic signalized intersection has been unable to cope with the huge volumes of traffic without serious traffic pile ups.

To overcome this congestion it is planned to grade separate this intersection providing Federal participation is obtained. We are presently applying to the Bureau of Public Roads for the inclusion of Route 4, from Route 17 to the George Washington Bridge, in the Federal Aid System.

ITEM #16 - ROUTE 17 - MIDLAND AVENUE OVERPASS $600,000

On Route 17 from Route 4 to Midland Avenue ribbon development and cross traffic has made the movement of Route 17 traffic stagnate to the point of backing up onto Route 4 and impeding the flow of that traffic. In addition, the frequent island openings create another source of friction and hazard.

This proposal provides for the construction of a grade separation over right-of-way previously acquired. The improvement will permit the closing of island openings in an area where much danger exists.

ITEM #17 - ROUTE 208 - HARRISTOWN ROAD TO GOFFLE ROAD $1,100,000

One-half of a dual highway has been constructed from Route 4 to Harristown Road. All bridges between Harristown Road and Goffle Road have been constructed, or are under construction, with the exception of a grade separation at Utter Avenue.

This program calls for the continuation of the roadway and the construction of the Utter Avenue bridge which will provide a continuous riding surface from Route 4, in Fair Lawn, to Goffle Road, in Hawthorne.

The completion of this road, from Route 4 to Goffle Road, will divert traffic from Route 20 through Paterson, by giving commuter traffic, from the Hawthorne and Midland Park areas, a more direct route to the east.

ITEM 18 - ROUTE 20 - BROADWAY TO MARKET STREET, PATERSON $250,000

Under previous programs Route 20, from Broadway to First Street, was dualized by widening the pavement and constructing a concrete barrier.

It is now planned to continue this construction, south of Broadway, to the Market Street Circle area.

18 19

Passaic County

MARCH 1955

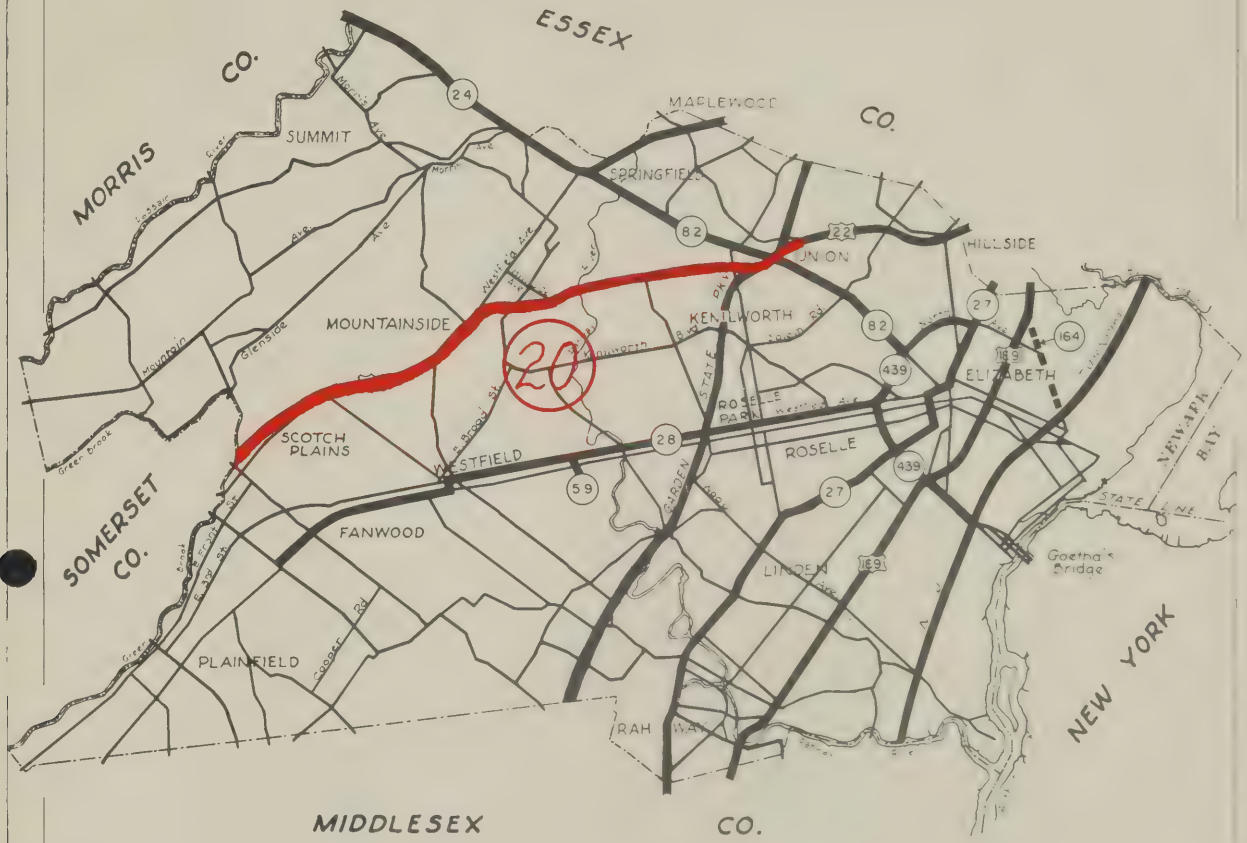
ITEM 19 - ROUTE 3 - BROAD STREET TO PASSAIC AVENUE, CLIFTON $700,000

This route requires widening throughout its length from the Lincoln Tunnel to Route U.S. 46. It is primarily a four-lane divided highway with some areas six-lanes divided. This is true in the area of convergence of Routes 3 and U.S. 46.

In the vicinity of the Garden State Parkway the traffic entering Route 3 tends to cause congestion along this route. The plan, under this program, will provide a six-lane dual facility from Route U.S. 46 eastward to the Passaic River. Future programs will continue this widening to the Lincoln Tunnel approaches.

ITEM 20 - ROUTE U.S. 22 - VAUX HALL ROAD TO NORTH PLAINFIELD $977,000

The contract for this work has been awarded. The work consists of the construction of barrier curb throughout and "jug handles", with traffic signals at strategic intersections, to provide for safe left and "U" turns.




# Union County

20

MARCH 1955

ITEM 21 - ROUTE U.S. 206 - BEDEN'S BROOK BRIDGE $210,000

This bridge is in very poor condition structurally. The Bureau of Maintenance Operations, after careful inspection, has found this bridge beyond their ability to maintain in a safe condition.

It is, therefore, proposed to construct a new bridge in its place.

# Somerset County

MARCH 1955

ITEM 22 - ROUTE 28 - PETER'S BROOK BRIDGE $150,000

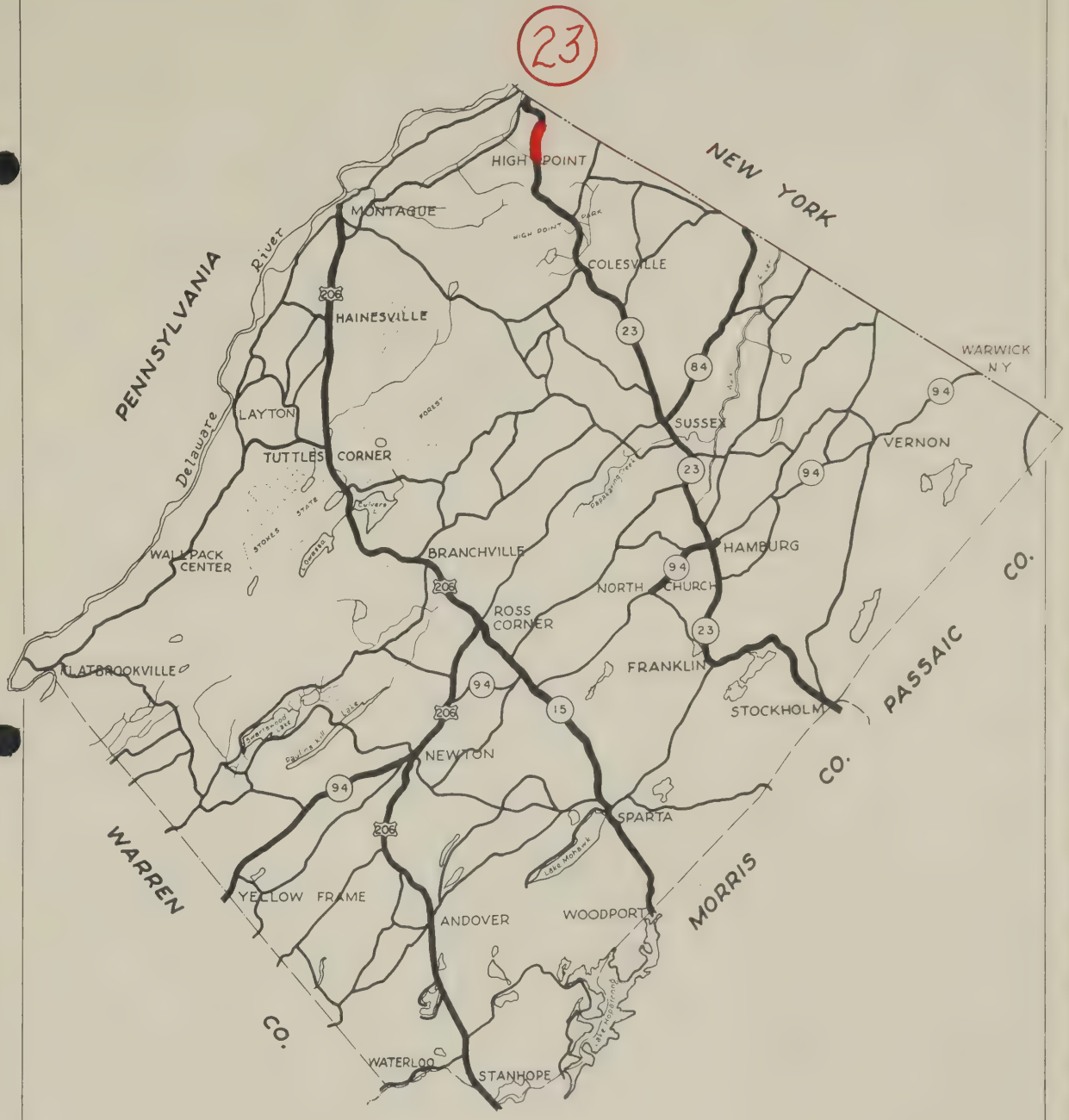
Conditions on this existing bridge have been found to be very poor structurally and beyond the stage of economic maintenance.

It is, therefore, proposed to construct a new bridge in its place.

ITEM #23 - ROUTE 23 - STEENY KILL LAKE TO NEW YORK STATE LINE $750,000

Beginning westerly of High Point Park to a point short of the New York State line, maintenance forces have found it almost impossible to keep this highway in suitable condition, despite extremely high maintenance expenditures. Each winter takes its toll because of water conditions under the roadway.

We are proposing a complete reconstruction of this highway through the problem area. New drainage will be provided. A two lane roadway with modern lane widths and stabilized shoulders will result from this improvement. Traffic volumes do not justify a multi-lane highway at this time.




Sussex County

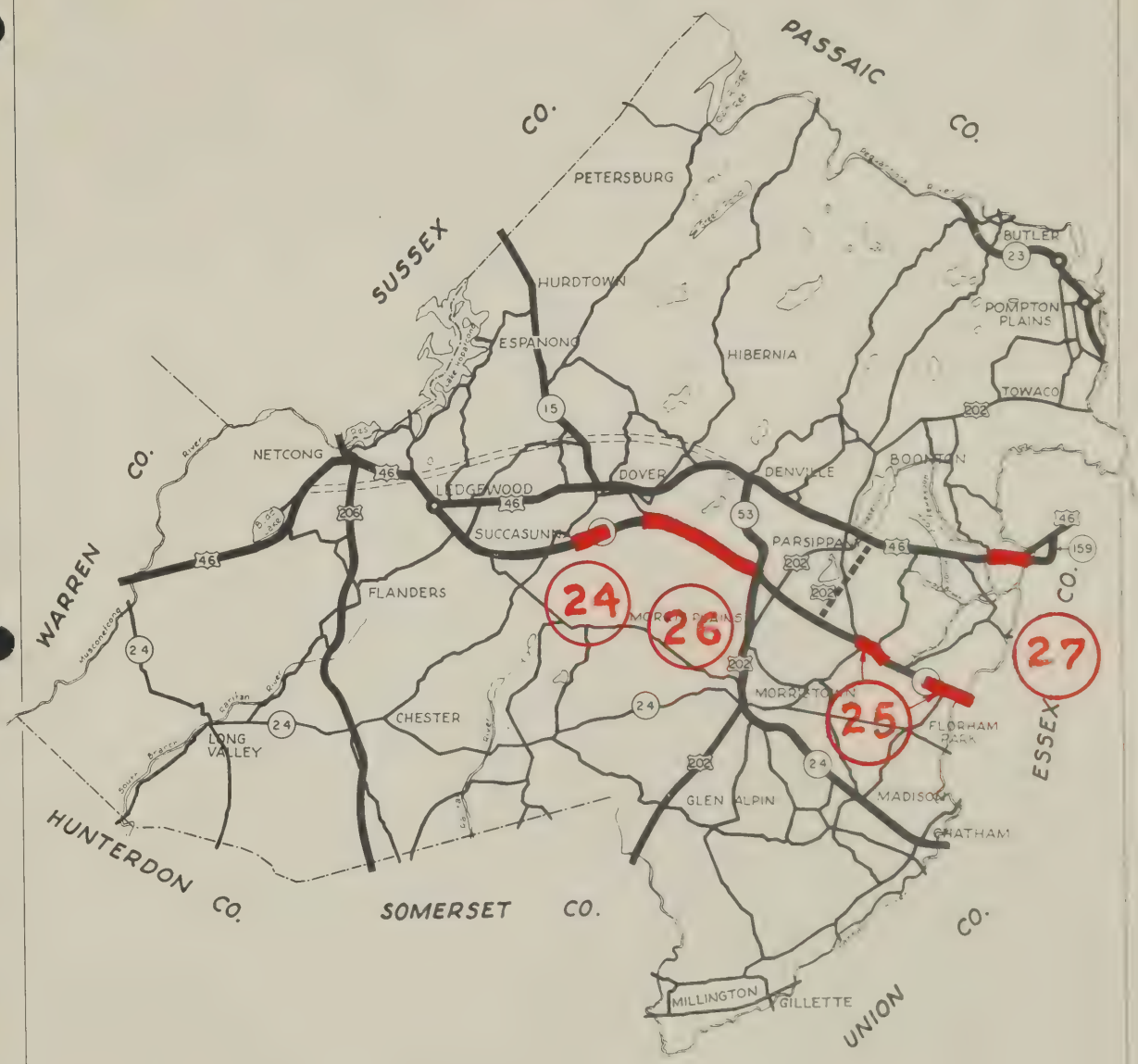
23

MARCH 1955

ITEM 24 - ROUTE 10 - RANDOLPH TOWNSHIP - REVISION $70,000

The construction of a Westinghouse plant, in this area, has created a hazardous condition on Route 10 by reason of the heavy traffic movement from Route 10 to and from the plant.

This plan calls for the conversion of a one-way grade separation on Route 10 to a two-way facility with necessary ramp connections to permit this traffic to move without conflict with Route 10 traffic.




24 25 26 27

# Morris County

MARCH 1955

ITEM 25 - ROUTE 10 - WHIPPANY & LIVINGSTON $250,000

In this item are included two locations along Route 10 where widening is proposed. At each location, the immediate reason for this widening is the existence of traffic signals which, with the three-lane pavement, cannot adequately carry the traffic.

In the one instance, this widening will be carried out in the Whippany area from Parsippany Road to Troy Hills Road. The other will be in the Livingston area from Okner Boulevard to Livingston Circle. At Okner Road a "jug handle" will be constructed.

Between these improvements, there will remain approximately three miles of three-lane highway.

ITEM - 26 - ROUTE 10 - SALEM STREET TO ROUTE 53 $800,000

In the above area expansion joints have failed and the surface of the pavement has scaled from the reaction of salt applications during the winter. The exposure of this scaled surface to the weather is causing further deterioration of the pavement.

We propose to resurface this route and stabilize the shoulders in order to return the roadway to a good riding surface, reduce maintenance problems and protect our original construction.

ITEM #27 - ROUTE U.S. 46 - BLOOMFIELD AVENUE TO HOOK MOUNTAIN ROAD $225,000

In the Pine Brook area, ribbon development has taken place in the form of an Auction Market, a Dairy Bar, Roadside Furniture House, etc. These establishments attract high volumes of traffic with many turning movements on the highway.

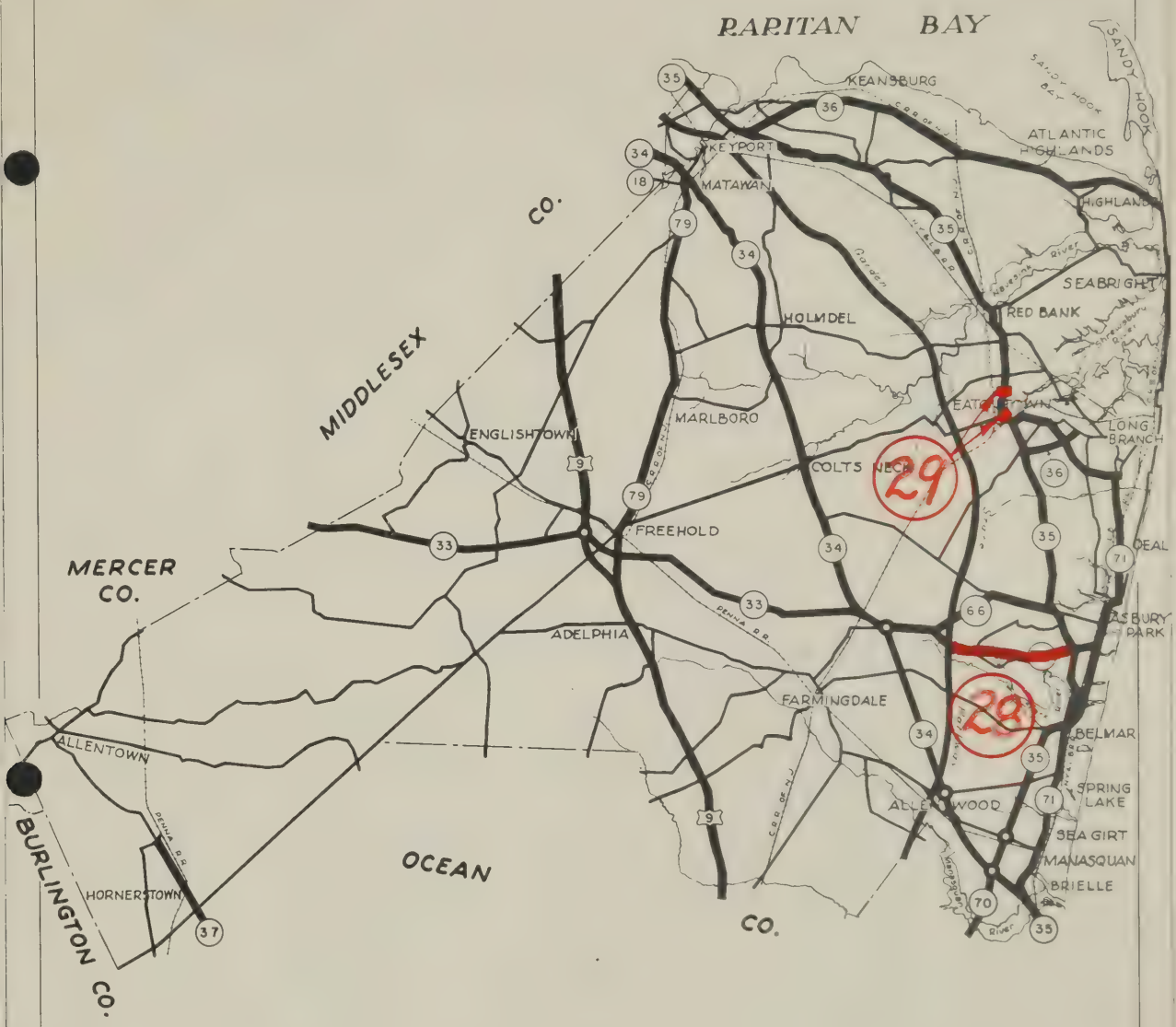
This condition has created a hazardous congestion and has been the cause of many letters of complaint.

Our plan calls for the closing of center island openings and the construction of "U" turning facilities at Hook Mountain Road and at the convergence of Route U.S. 46 and Bloomfield Avenue. This improvement should result in the elimination of left turns in the area and a free flow of traffic.

ITEM #28 - ROUTE 33 - GARDEN STATE PARKWAY TO ROUTE 35 $800,000

Initially the opening of the Turnpike increased the traffic volume on Route 33 to the shore. The opening of the Garden State Parkway added to the traffic burden easterly of the Parkway.

To relieve traffic congestion from the Parkway to the shore, it is planned to widen Route 33 to four 12' lanes and shoulders within the existing right-of-way, except for the acquisition of slope and drainage easements.




28 29

# Monmouth County

MARCH 1955

ITEM 29 - ROUTE 35 - WAMPUM BROOK AND PARKER'S CREEK BRIDGES $85,000

Throughout the State Highway System there are some fifteen or more bridges in various stages of disrepair.

The above bridges includes two which are in a critical condition. Under successive programs, we are planning the reconstruction or replacement of these structures. Under this program four bridges are being replaced. Under contract, by agreement, the Bureau of Maintenance Operations is reconditioning one in the Ocean City area.

ITEM 30 - ROUTE U. S. 46 - MANUNKA CHUNK REVISION $80,000

At this location the crossing of Route U. S. 46, by the Pennsylvania Railroad via an overpass, has caused a reversal of curves in the alignment of this route.

Recently the railroad abandoned use of its right-of-way, in this particular area, and made it possible for this Department to consider realignment of Route U. S. 46.

After careful study, it has been found that the above alignment can be improved at a reasonable cost. This change will result in added safety for the traveling public.

# Warren County

30

MARCH 1955

ITEM 31 - ROUTE 45 - RED BANK AVENUE TO COOPER STREET $150,000

In Woodbury, a portion of Route 45, from Red Bank Avenue to Cooper Street, no longer lends itself to resurfacing. From previous applications of bituminous concrete the highway has become dangerously crowned.

In order to correct this condition approximately one-half mile of this highway must be reconstructed.

The improvement will consist of the excavation of the present roadway, replacing the same with new pavement, at a proper profile and cross section. Curbs will be replaced where necessary. The highway, north and south of this location, is in fair condition.

31

# Gloucester County

MARCH 1955

ITEM 32 - ROUTE 45 - MARKET STREET - RECONSTRUCTION $250,000

The roadway maintenance of this route is beyond the ability of our Bureau of Maintenance Operations to cope with. The railroad crossing of this route is also in need of repair.

It is planned to replace the pavement for a distance of approximately one and one-half miles within the present curb lines of Market Street.

32

# Salem County

MARCH 1955

ITEM 33 - ROUTE U. S. 322 - ROUTE 50 TO MC KEE CITY CIRCLE $1,300,000

This route, from Williamstown to the McKee City Circle, is a three-lane highway. Into this route will be directed, by the completion of the new Camden Freeway, from the new Gloucester Bridge to Turnerville, much of the traffic crossing from Pennsylvania.

The Department's master plan calls for the conversion of the three-lane section to a four-lane divided highway.

At Route 50 a grade separation already exists. At the easterly terminus, the McKee City Circle provides traffic interchange and "U" turning facilities. Within these limits, on the north side of Route U. S. 322, is the Atlantic City Race Track. This attracts a large volume of traffic. Much of the traffic from the Black Horse Pike reaches the race track via Route 50 and Route U. S. 322. We have, therefore, decided to initiate the dualization between the limits indicated above, where extra heavy peak concentrations of traffic occur.

Through this area it is planned to provide a four-lane highway flanked by improved shoulders and divided by the barrier type safety island. To permit adequate left and "U" turning movements the grade separation at Route 50 and the Circle at the easterly end, will be supplemented by a "jug handle" construction between the two existing facilities.

33

# Atlantic County

MARCH 1955

ITEM 34 - ROUTE U.S. 9 - CAPE MAY CANAL BRIDGE SUBSTRUCTURE $1,000,000

This railroad bridge, and a county road bridge, were constructed by the Federal Government during the war along with the construction of the Cape May Canal, as temporary structures to last approximately six years.

Because it was agreed, by the Federal Government, the canal was to become a part of the Inland Waterway, the State of New Jersey agreed to pay for part of the land acquisition and assume responsibility for the bridges. These bridges are all in poor condition. We are paying the railroad some $10,000 per year to maintain their bridge.

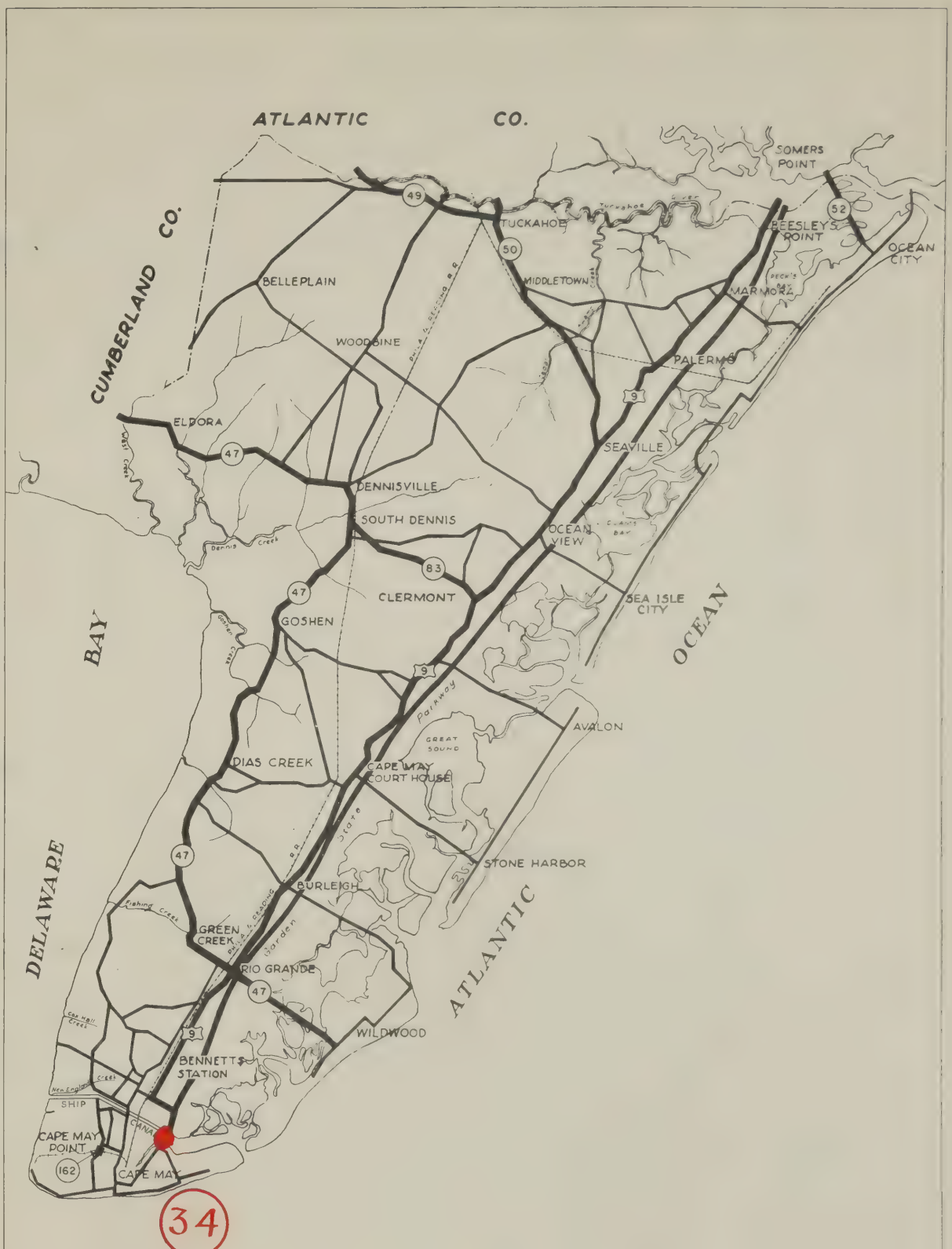
The county road bridge will have to be replaced soon, having been hit by a ship. In the reconstruction of these latter two bridges no Federal Aid will be obtainable.

There is a possibility that Federal Aid can be secured for the bridge replacement now under consideration. The Route U.S. 9 bridge is in such poor condition that when the draw is swung open, the center pier piling, supporting the swing span, twists with the span. The abutments are no better, needing heavy maintenance from time to time.

If we are successful in obtaining Federal Aid, for this improvement, we plan a new bridge next to the existing one. This will have a curb to curb width of 38 feet, providing two-lanes in and out of Cape May City, and a reversible center lane to provide for peak traffic loads for either direction. The use of the center lane will be controlled by a series of traffic signals. New approaches will be constructed to this bridge.

Traffic and area studies fail to reveal the need of a four-lane structure. Traffic forecasts indicate that in 1980, two-lanes will normally still suffice. In the area just north of the Cape Island Creek Bridge land development indicates a maximum of three-lanes. Cape May City streets are limited in their capacity.

The construction of this project will not only eliminate a dangerous water crossing, with very costly maintenance, but will also greatly improve traffic conditions into the future.




34

# Cape May County

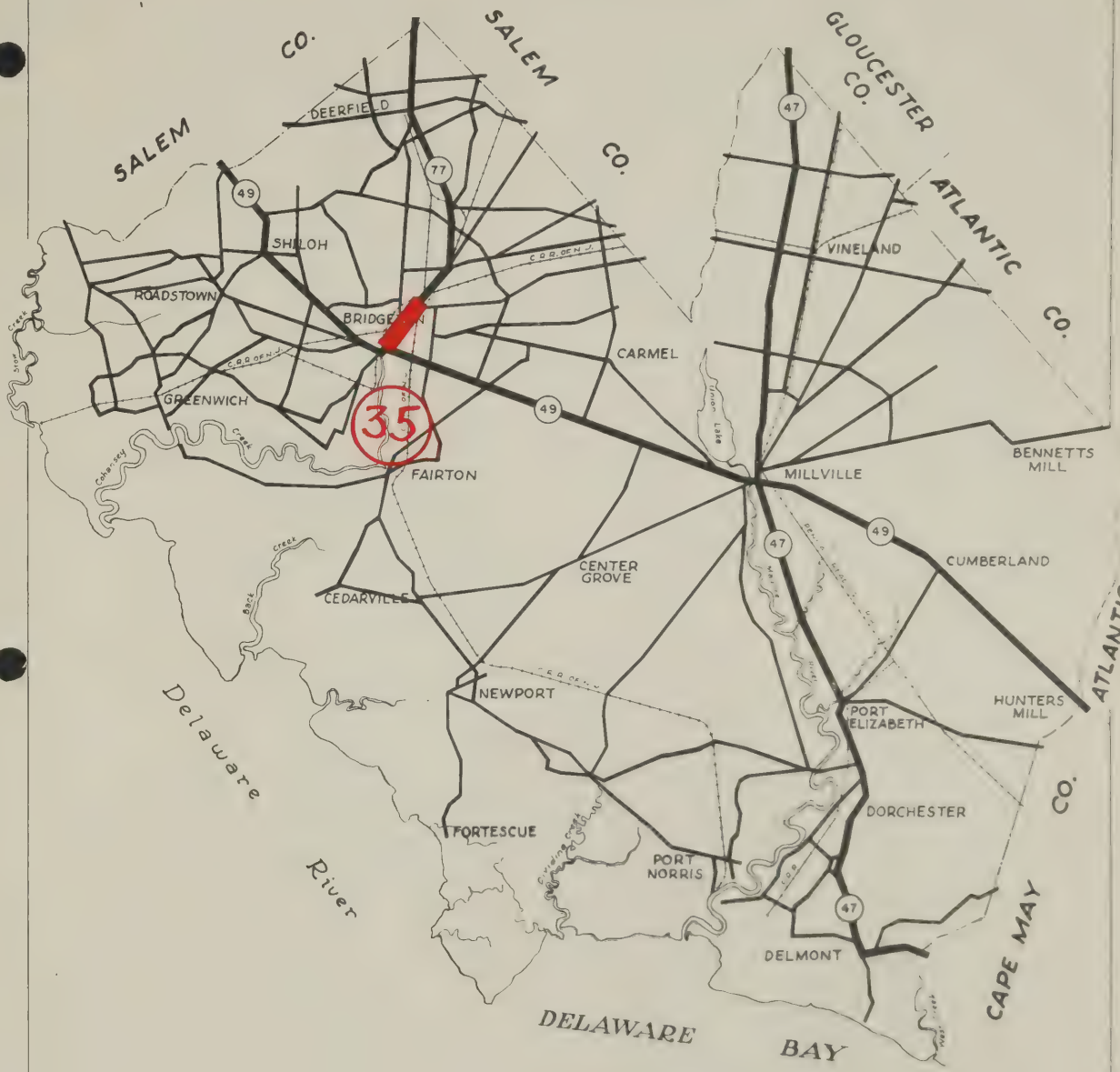
MARCH 1955

ITEM 35 - ROUTE 77 - BRIDGETON $350,000

This project is being considered as a worthy one. Route 77 enters the Bridgeton area a short distance north of Route 49 but does not connect with Route 49.

The connecting roadway is under local jurisdiction, but carries trunk route traffic between the two highways. This street is in disrepair and requires reconstruction.

We propose to reconstruct this highway to form a proper connection between two State routes in the area.




35

# Cumberland County

MARCH 1955

ITEM 36 - ROUTE U. S. 202 - FLEMINGTON TO THREE BRIDGES $1,500,000

With the introduction of F. A. I. Route 104, which will parallel Route U. S. 202, in Somerset, Morris and Passaic Counties, a generation of traffic destined for Route U. S. 202, west of Somerville, will result.

Between Somerville and Flemington this Department owns a 120 foot right-of-way on which is constructed a two-lane highway. Anticipating the advent of F. A. I. Route 104, we are planning the dualization of Route U. S. 202 by fiscal program stages so that the dualization will be complete before the generated traffic has its effect.

36

# Hunterdon County

MARCH 1955

ITEM 37 - ENGINEERING $500,000

Because of the large construction program now in force and the many projects to be placed under contract, it is known that the engineering forces remaining for design work will not be able to complete the large number of projects included in this program.

We are, therefore, providing for the employment of engineering contractors to prepare those plans which we cannot complete ourselves.

ITEM 38 - JOINT FEDERAL PROJECT $1,274,000

This actually consists of our Planning and Traffic organization, which must be maintained under the Congressional Act creating Federal Aid to Highway Departments.

Unless the allocated 1-1/2 percent of Federal Aid Funds is applied to this organization the remaining Federal Funds may not be utilized.

The work consists of maintaining traffic records, road life studies, the preparation of road type county maps, various phases of research into traffic designs for incorporation in construction projects, the participation in research on a National level, and the work of studies and research called for in the Federal Aid Highway Act of 1956.

ITEM 39 - MISCELLANEOUS CONSTRUCTION $882.594

Included in this item are such miscellaneous projects as the construction of creeper lanes, barriers, the closing of island openings and the intersection revisions which are necessary with the installation of traffic signals, and minor drainage improvements, the cause of many complaints.

ITEM 40 - F. A. I. ROUTE 108 - BARRINGTON TO LAWNSIDE $1,827,512

This project is part of the Interstate System. It provides for the grading and structures through the limits indicated. This work has already been awarded and is under construction.

# Camden County

MARCH 1955

ITEM 41 - F. A. I. ROUTE 101 - MT. HOPE ROAD TO UNION TURNPIKE $4,695,322

This project, being a part of the Interstate System, now under construction, calls for a completed highway between the limits indicated above.

This section of highway, when completed, will have six-lanes and will be a part of the new route from Fort Lee to Columbia.

41 42 43

# Morris County

MARCH 1955

ITEM 42 - F. A. I. ROUTE 101 - MT. HOPE ROAD TO DENVILLE $5,897,487

This project, being a part of the Interstate System, is adjacent to that described in Item 41 and has also been awarded.

The completion of this section, when coupled with that covered in Item 41, will provide a completed road from Denville to the Picatinny Arsenal area and will provide transportation facilities for the workers of Picatinny Arsenal and the Reaction Motors.

ITEM 43 - F.A.I. ROUTE 101- UNION TURNPIKE TO MT. ARLINGTON ROAD $7,205,000

When completed this section, being a part of the Interstate System, when coupled with those sections described in Items 41 and 42, will be a bypass of Dover for the traffic from the east to the Lake Hopatcong area. The completed project will be six-lanes wide and divided by a center median. Acquisition of right-of-way is included in the above cost.

ITEM 44 - F.A.I. ROUTE 102 - STILL VALLEY TO ROUTE U.S. 22 $6,500,000

It is expected to advertise this project in October. By the construction of this section of the Interstate System, some of the tortuous two-lane highway of Route U.S. 22, through Bloomsbury, will be bypassed.

The project will be designed as a four-lane divided highway with provision to add a lane to each roadway in the future.

44

# Warren County

MARCH 1955

ITEM 45 - F.A.I. ROUTE 104 - WEST AND EAST RARITAN RIVER BRIDGES $5,000,000

This route, being a part of the Interstate System, begins at Route U.S. 1, in Woodbridge, and extends to Suffern by way of the Bound Brook-Somerville area.

In the Bound Brook area there has been industrial concentration with unsatisfactory traveling conditions through South Bound Brook. The underpass connecting Bound Brook with South Bound Brook is often subject to flooding in times of heavy rains. For the above reasons, it has been determined to construct that section of this route from Route U.S. 22 to temporary Route 18.

The two crossings of the Raritan River, which will provide vehicular movement between South Bound Brook and Bound Brook, will be the first contracts in this area. The bridges are of long spans and will be involved in delayed delivery of fabricated steel. The contracts for road work will be advertised during the next fiscal year so that bridges and road work will be completed as nearly as possible at the same time.

# Somerset County

45

MARCH 1955

ITEM 46 - F.A.I. ROUTE 108 - NORTH-SOUTH FREEWAY TO WARWICK ROAD $3,000,000

Under the present grading contracts on this route, in this vicinity, certain bridges were omitted because their design was not completed. In addition, the grading between the North-South Freeway and Copley Road was not included.

It is proposed to include in this project, the above grading, the widening of the bridge over Kings Highway, the Copley Road Bridge, three ramp bridges at North-South Freeway, and some stream culverts.

When the construction of these bridges is completed the entire area from the North-South Freeway to Warwick Road, including the interchange between F.A.I. Route 109 (North-South Freeway), and F.A.I. Route 108, will be ready for paving.

ITEM 47 - F. A. I. ROUTE 108 - HOOK ROAD TO SPRINGFIELD AVENUE $2,000,000

During the construction of the New Jersey Turnpike, this Department constructed one-half of F. A. I. Route 108 between the limits indicated above.

Our present plan is to complete the dualization in the Deepwater area to facilitate traffic movement in the area.

47

# Salem County

MARCH 1955

ITEM 48 - ENGINEERING, RIGHT-OF-WAY AND CONSTRUCTION $5,247,733

The above sum is reserved primarily for the acquisition of right-of-way. Should the Essex County Freeway be included in the Interstate System, at an early date, we will be in a position to acquire right-of-way by November or December.

Funds from this item would be applied to this purpose.

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